



Mayor's Bicycle Advisory  
Commission 04.29.2020



## Agenda

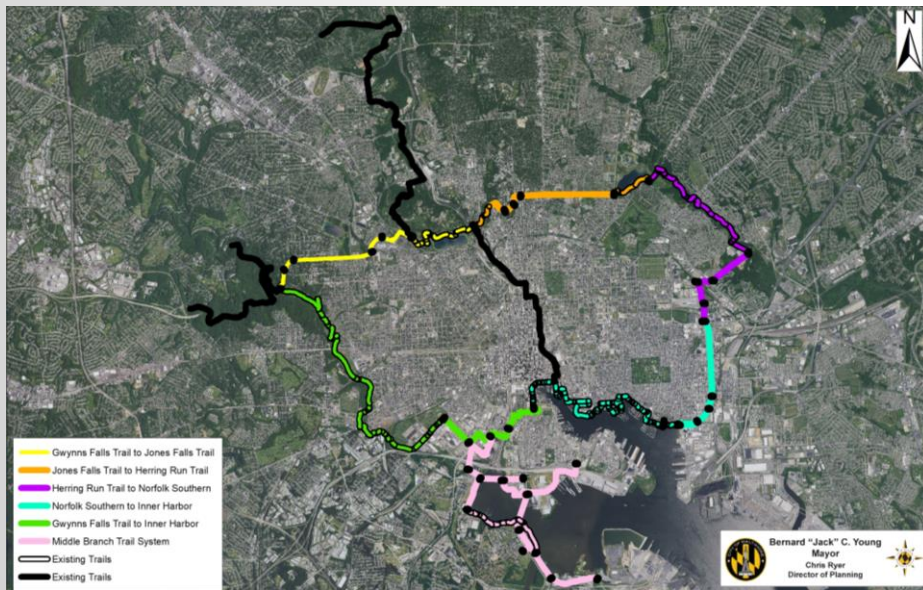
1. February minutes
2. City Updates
  - a. Planning
  - b. BPD
  - c. DOT
  - d. Rec & Parks
  - e. Mayor's Office
3. Community Updates
  - a. Other updates from community commissioners and attendees
4. Committee Updates
  - a. Events for May
  - b. Awards
5. Miscellaneous Business
  - a. Next meeting May 27<sup>th</sup>



## Updates: Planning

### Updates:

- **Baltimore Greenway Trail Network:**
- Collective at Canton has starting laying concrete for the loop/trail between Boston Street and development's new grocery store
- Sean Davis and his team at MRA have done 30% design for the BGE corridor and are preparing a presentation for feedback to the BGE executive team for their feedback





## Updates: Planning

### Updates:

- Bike Parking Zoning Update
- Anthem House bike parking (2 levels) filled to over-capacity
- McHenry Row residential only and grocery store parking. Hundreds of unused spaces.



## Updates: BPD

### Updates:

- Increasing police checks along Maryland Avenue
- BPD and TEO workshops delayed. Continuing to coordinate with DOT.



## Updates: DOT

- **Dockless Vehicle Update**
  - Pandemic response
  - Ridership data
  - Annual Evaluation Report
- Bike Program Consultant team update
  - Wes Mitchell from WSP
    - Prioritization criteria + updated scoring
    - Toole Design One Pagers and Assedo Outreach
    - Kittleson staff augmentation extension
- Safe/Slow streets Treatments
  - Treatments already implemented
  - Potential next steps

## Dockless: COVID Updates

### Permit Holders:

**Considered Essential:** each employee and vehicle given letters

**Most requirements paused** and response time extended to 6 hours

**Operational:** Spin and Jump

**Paused:** Lime

### **What we've asked:**

- Deploy at food sites
- Deploy at healthcare sites
- Deploy when there is a disruption in transit

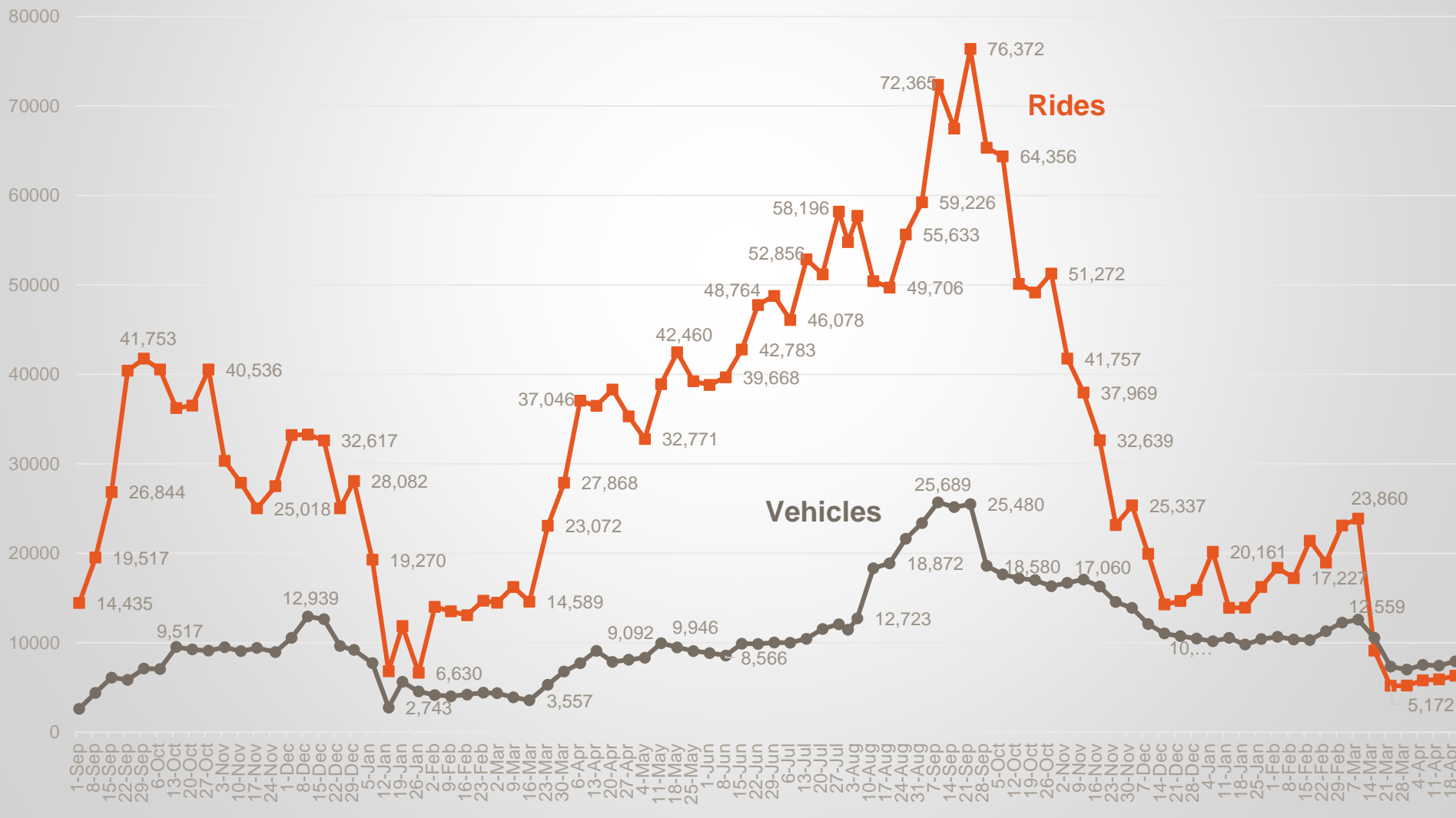
### **What has been additionally offered:**

- Free rides for anyone employed at a hospital: janitors through doctors— all staff
- JUMP now expanding free rides to all essential workers – need staff contacts for interested workplaces



## Dockless: Data

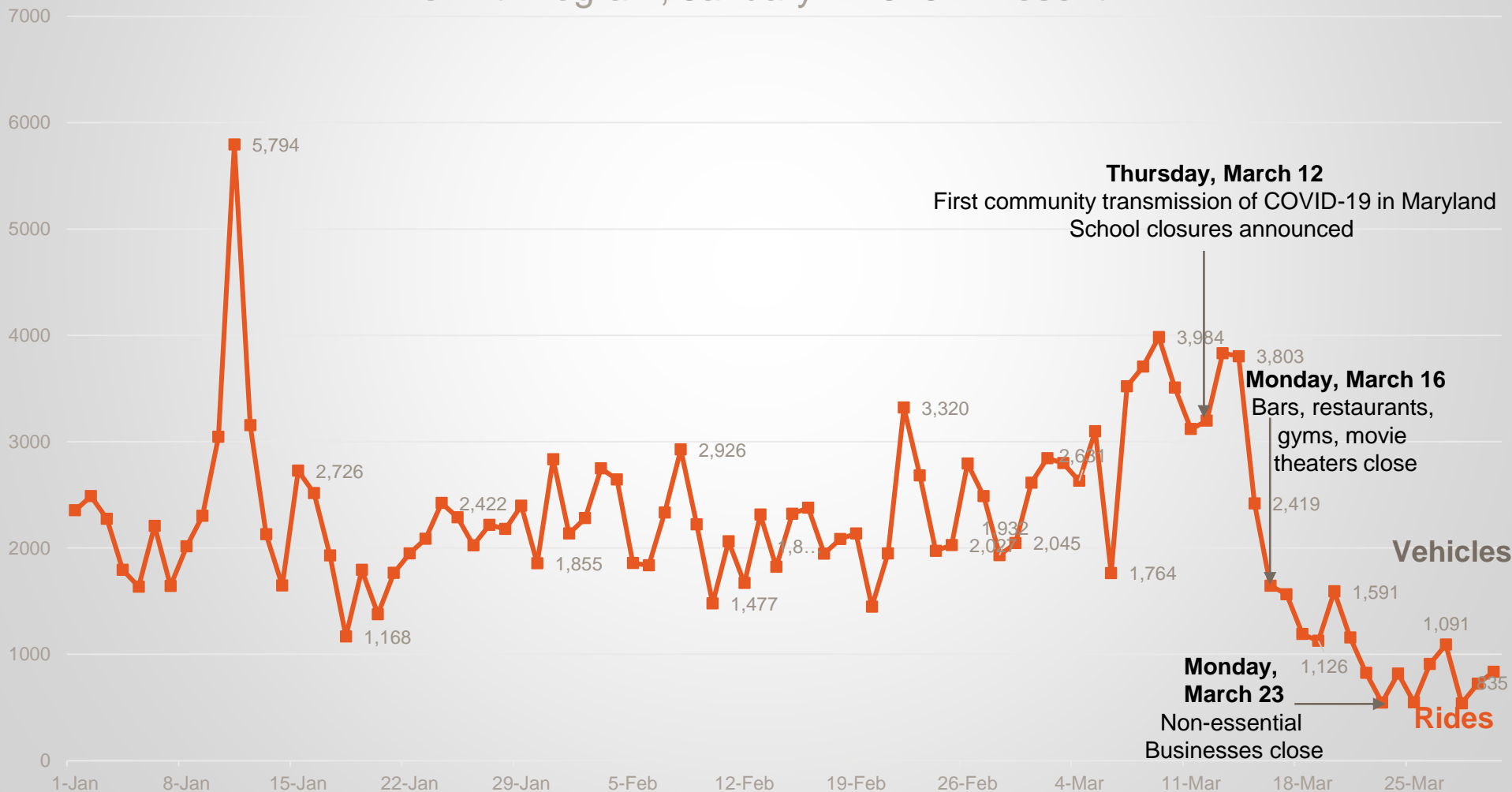
### Weekly Dockless Rides & Vehicles Released





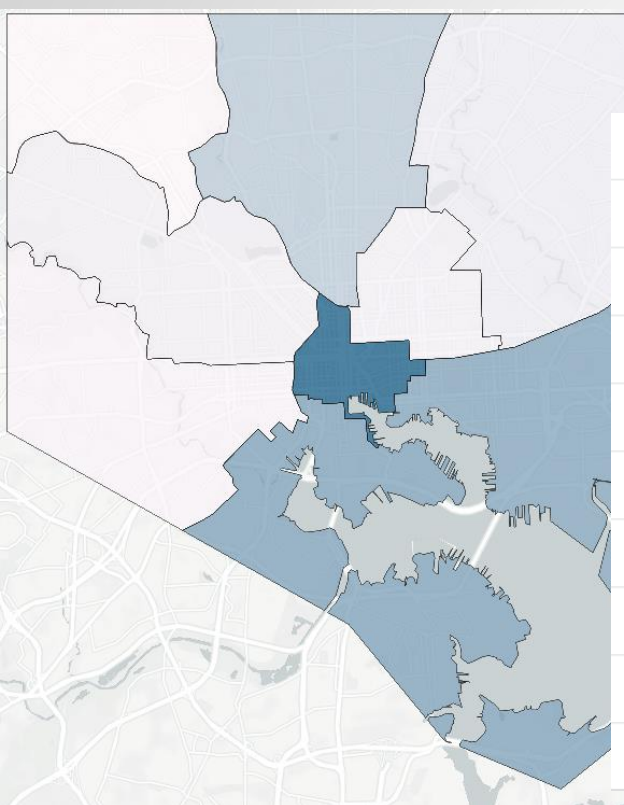
## Dockless: COVID -19 Data

### Daily Dockless Vehicles Deployed and Rides Permit Program, January 1 2020 - Present



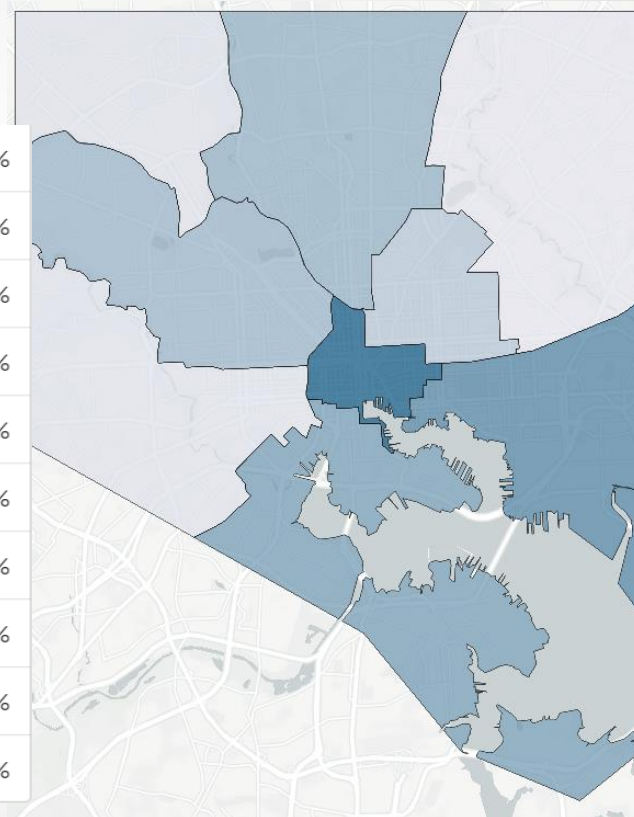
## Dockless: COVID -19 Data

*Trips are more dispersed than ever, the concentration of trips downtown has decreased.*



Central/Downtown	35.6 %
South	20.5 %
Southeast	19.8 %
North	11.1 %
Northeast	3.4 %
West	2.8 %
East	2.6 %
Southwest	1.8 %
Outside of Shapes	1.2 %
Northwest	1.1 %

*September – December 2019*



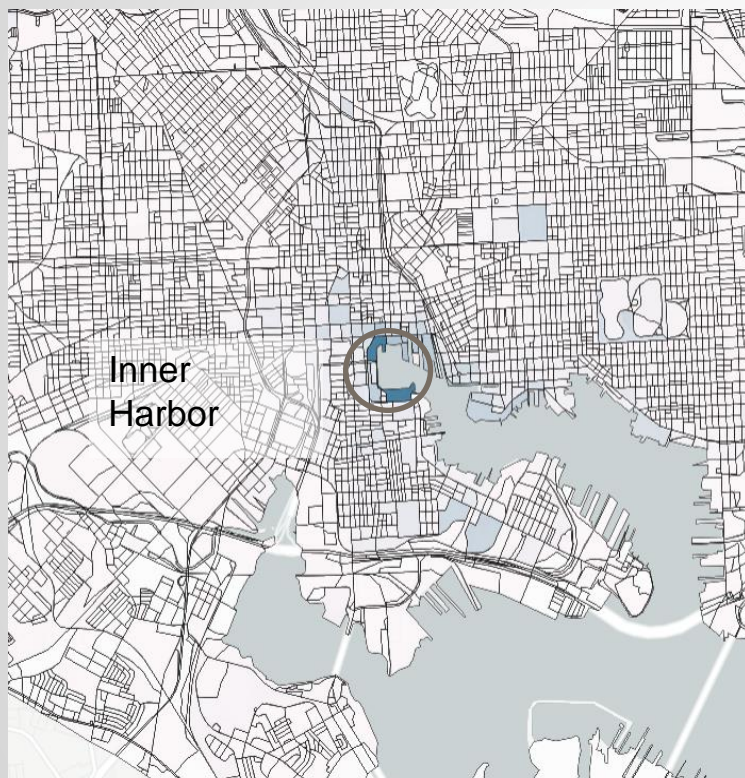
Central/Downtown	25.3 %
Southeast	18.7 %
South	14.8 %
North	11.6 %
West	10.9 %
East	8.1 %
Northwest	3.8 %
Southwest	3.6 %
Northeast	3 %

*March 24- April 27*

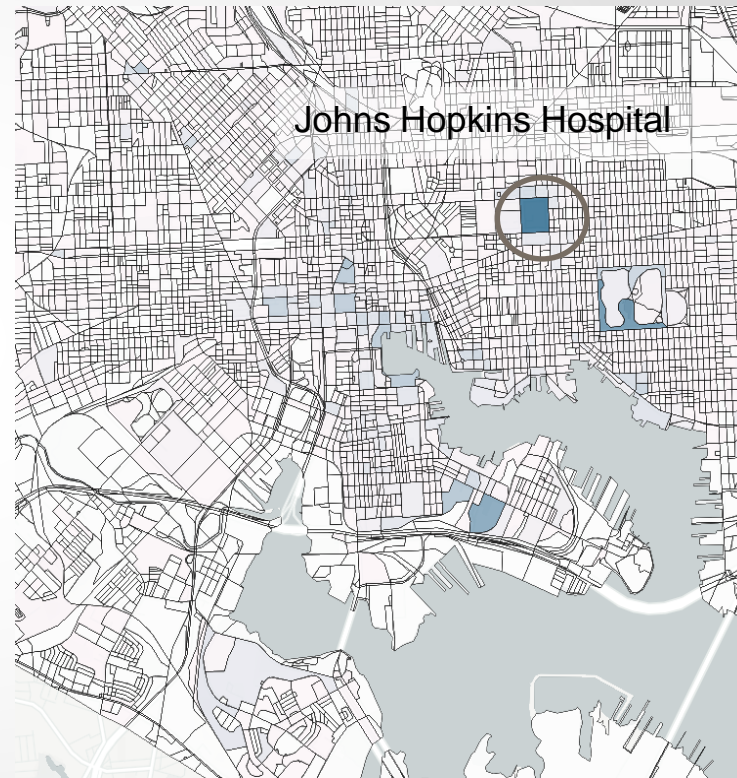


## Dockless: COVID -19 Data

Johns Hopkins Hospital is now the top trip location, even ahead of the Inner Harbor.



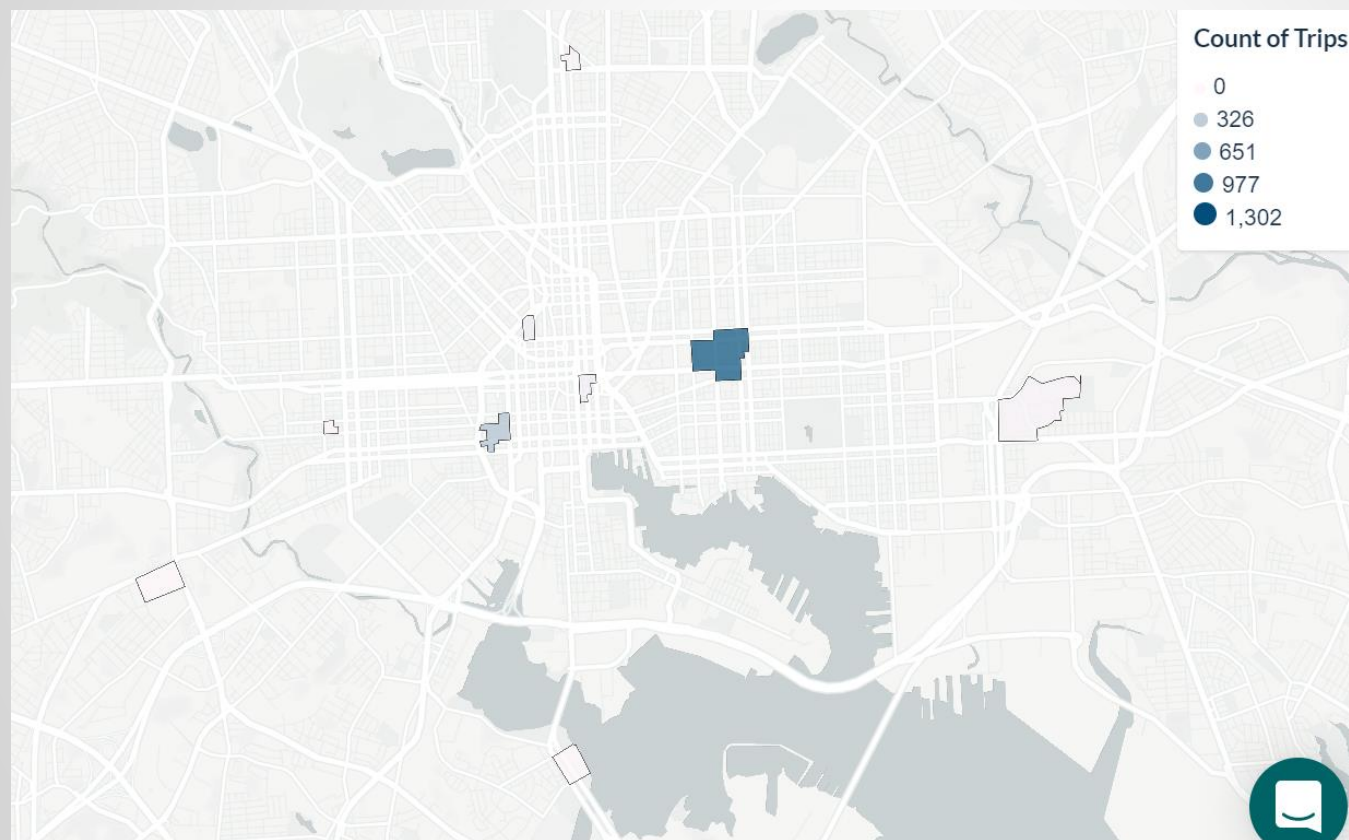
*September – December 2019*



*March 24- April 27*

## Dockless: COVID -19 Data

Trips to Hospitals: We can track how many essential trips are taken to hospitals, with a new policy layer we developed.



Other Metrics in Development:

- Trips to food sites
- Trips to/in parks

March 24-April 27



## **Dockless: Updates**

### **Annual Evaluation Report**

- To be released in May

### **Complete Streets Manual DRAFT Inclusions:**

Increasing diversity of modes

- Speed control and space for all users – street typologies allow route choices
- No need to immediately change definitions from being “bike facilities”

Increasing demand for curb space

- Equity and Inventory are important
- Maintenance and audits need to be constant

New Users

- More signage and communication, attention to transitions

## Updates: DOT

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    - **Kittleson staff augmentation extension**
- Safe/Slow streets Treatments
  - Project Updates
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# BCDOT BIKE PROGRAM SUPPORT

Presented to:



Presented by:



KITTELSON  
& ASSOCIATES





# PRIORITIZATION CRITERIA

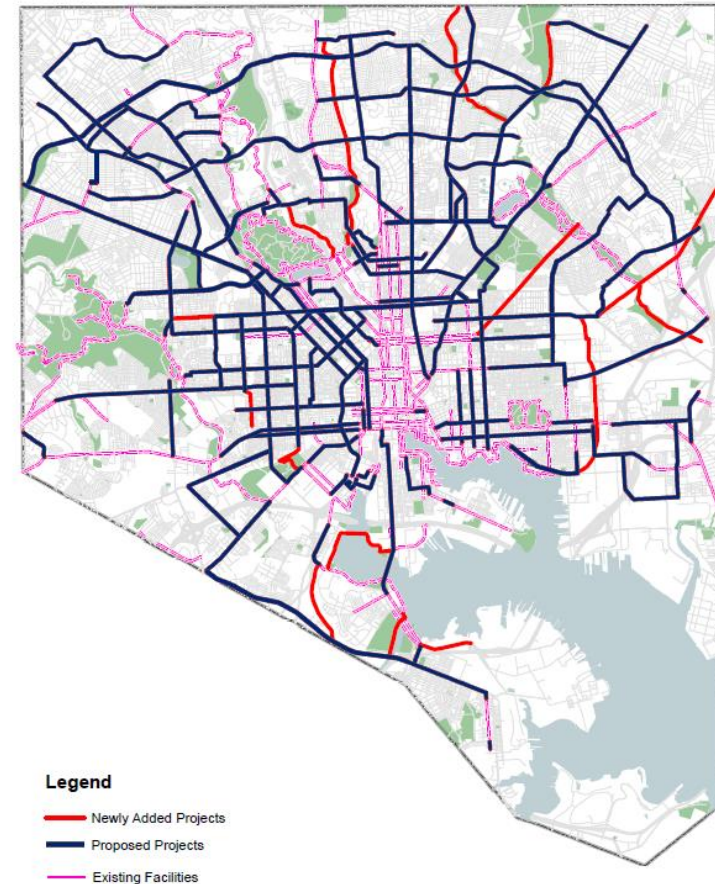
## 6 Step Prioritization Approach

1. High Level Screening
2. Data Driven Prioritization
- 3. Consideration Based Prioritization**
- 4. Facility Type Identification**
5. High Level Cost Estimate
6. Short, Medium and Long Term Project Identification



# PRIORITIZATION UPDATE

- Added additional projects based on recommendations from the last MBAC meeting.
- Continued Prioritization work to Step 3 and Step 4.
  - Identified facility type and relationship to existing Baltimore Plans for all 108 projects .



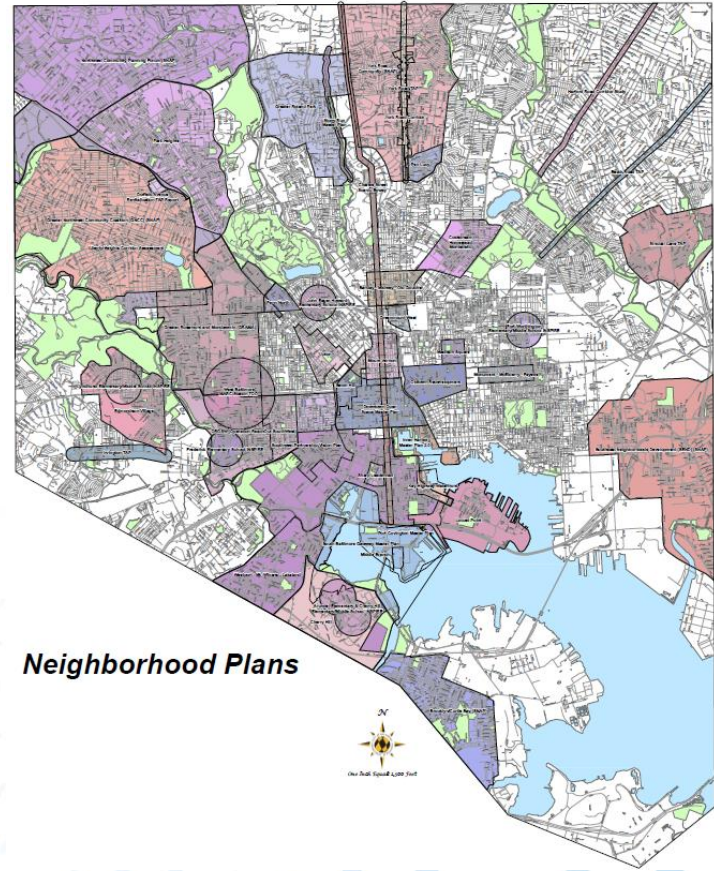


## STEP 3: NEIGHBORHOOD PLANS

- Evaluated neighborhood plans to determine bike support levels.
  - Includes City Wide Plans, Transportation Plans, Neighborhood Plans, and Park Plans.

## STEP 4: FACILITY TYPE IDENTIFICATION

- Identified preliminary facility types per project based on the following factors:
  - Connections to Existing Facilities
  - AADT Levels
  - Bicycle Crash Levels
  - Presence of Street Parking
  - Number of Lanes
  - Curb to Curb Width
  - Vehicle Speeds
  - Access to lower stress facilities
  - **User Group Comfort Levels**



# Example Project Cutsheet

**Project 81. North Ave:**

**Scores:**

City Planning Consistency	
• Identified in the 2017 Separated Bike Lane Network Addendum	0
• City Planning Goals Accomplished (max 2 points)	2
o Small area plans/INSPIRE plans	1
o Local Comprehensive Plans	1
o Special corridor plans	0
o Leveraging Investments in Neighborhood Corridors (LINC)	2
• Consistent with "Complete Street" Multimodal Connection Principles	2
o Provides connections to (non-bicycle) multimodal infrastructure (e.g. transit hub)	2
o Improves (non-bicycle) multimodal infrastructure (e.g. intersection ADA ramps) for projects with design details	0
• Total Score	4

**Related Planning Documents and Text**

- **Greater Rosemont & Mondawmin (GRAMA) (Adopted 2012)**
  - o The following should be used as anchors for ped, bike and trail connections. The anchors should include but are not limited to: the West Baltimore MARC Station, the proposed future Red Line transit stops, CSU, BCCC, Leakin Park, Gwynns Falls Trail, Druid Hill Park and Mondawmin Mall.
  - o Residents suggested the possibility of establishing east-west bike routes along North Avenue and/or Baker Street.
- **Penn North Area Master Plan (Adopted 2006)**
  - o Provide safe walking and bicycle paths to daily services such as stores, banks, cafes.
- **LINCS: East North Ave AND LINCS: Pennsylvania Avenue/North Avenue**

**Proposed Facility Type: Two-Way Cycle Track**

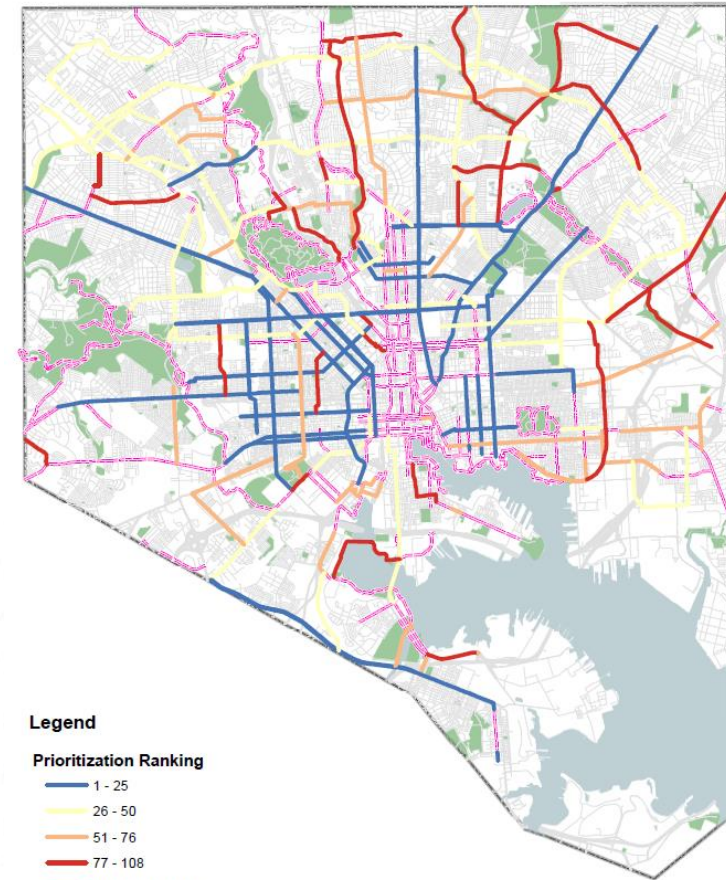
Explanation for Proposed Facility Type	
• Origin:	University (Coppin State)
• Destination:	Job Center (Charles North)
• Connection to existing Infrastructure:	Bike Lanes, and Trails
• Annual Average Daily Traffic (AADT):	27,102
• Bicycle Crashes from 2016 to 2018	18
• Uses on the Roadway:	
o Presence of street parking:	None
o Number of lanes:	6 lanes with a median
o Any perceived obstacles:	None
• Curb to Curb Width:	Min: 59 ft / Max: 101 ft
• Posted Vehicle Speeds:	40 mph

**Project 81. North Ave:**



# PROJECT PRIORITIZATION STATUS

- **Prioritization Update Status**
  - Completed the first part of step 3 including the following:
    - Review of existing Plans relationship to the projects
  - Completed preliminary facility type recommendations
- **Current Prioritization Results**
  - Prioritization Matrix (Excel spreadsheet)
  - Spatial Rankings Map





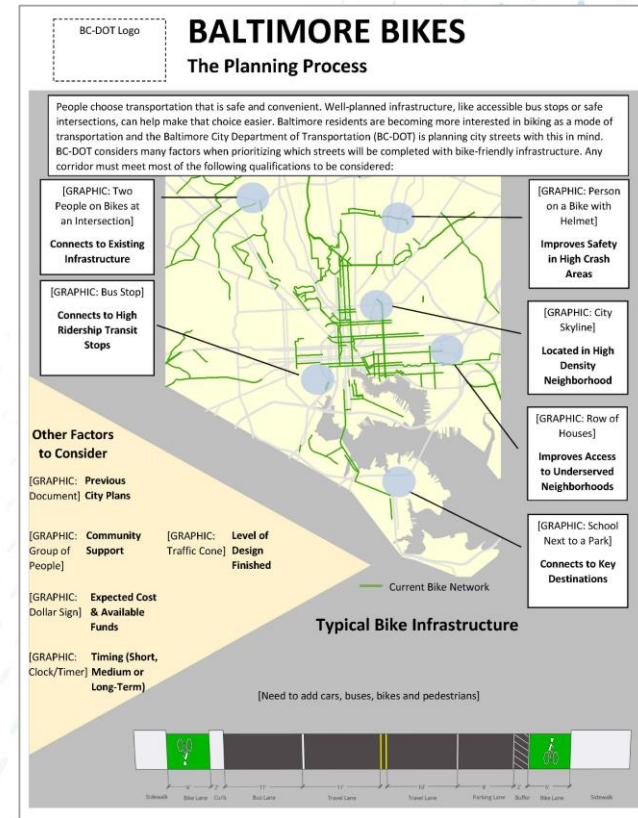
# Bike Program Flyers

- Creating a series of illustrative and informational flyers about the implementation of the Bicycle Master Plan
- Intended to assist DOT community liaisons with the “What, Why and Where” of upcoming DOT bicycle projects
- 8.5” x 11” size provides concise content and ease of distribution at community meetings



# Current Outreach Efforts

- Updated outreach strategy document
- Developing infographic to simplify prioritization process for public
- Conducted audit of social media to assess bike inclusion in messaging
  - 2019 predominantly focused on Bike 2 Work Day
  - Developing social media editorial calendar to supplement positive biking messages
  - Creating a series of posts to include for Bike Month starting May
    - Biking during COVID-19 (slipstreams)



# NEXT STEPS

- **Rapid Implementation Projects**
- **Prioritization Process**
  - Step 3: Consideration Based Prioritization
    - Funds and Design Sections
  - Step 4: Incorporate User Group Considerations into Facility Type Assessment
  - Step 5: High Level Cost Estimates
  - Step 6: Identify Projects
    - Short, medium, and long term
- **Community Engagement**
  - Standardized Community Presentations





# Thank you



## Updates: DOT

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## **Updates: DOT Bike Program**

**Multiple projects are ongoing, falling into these general categories**

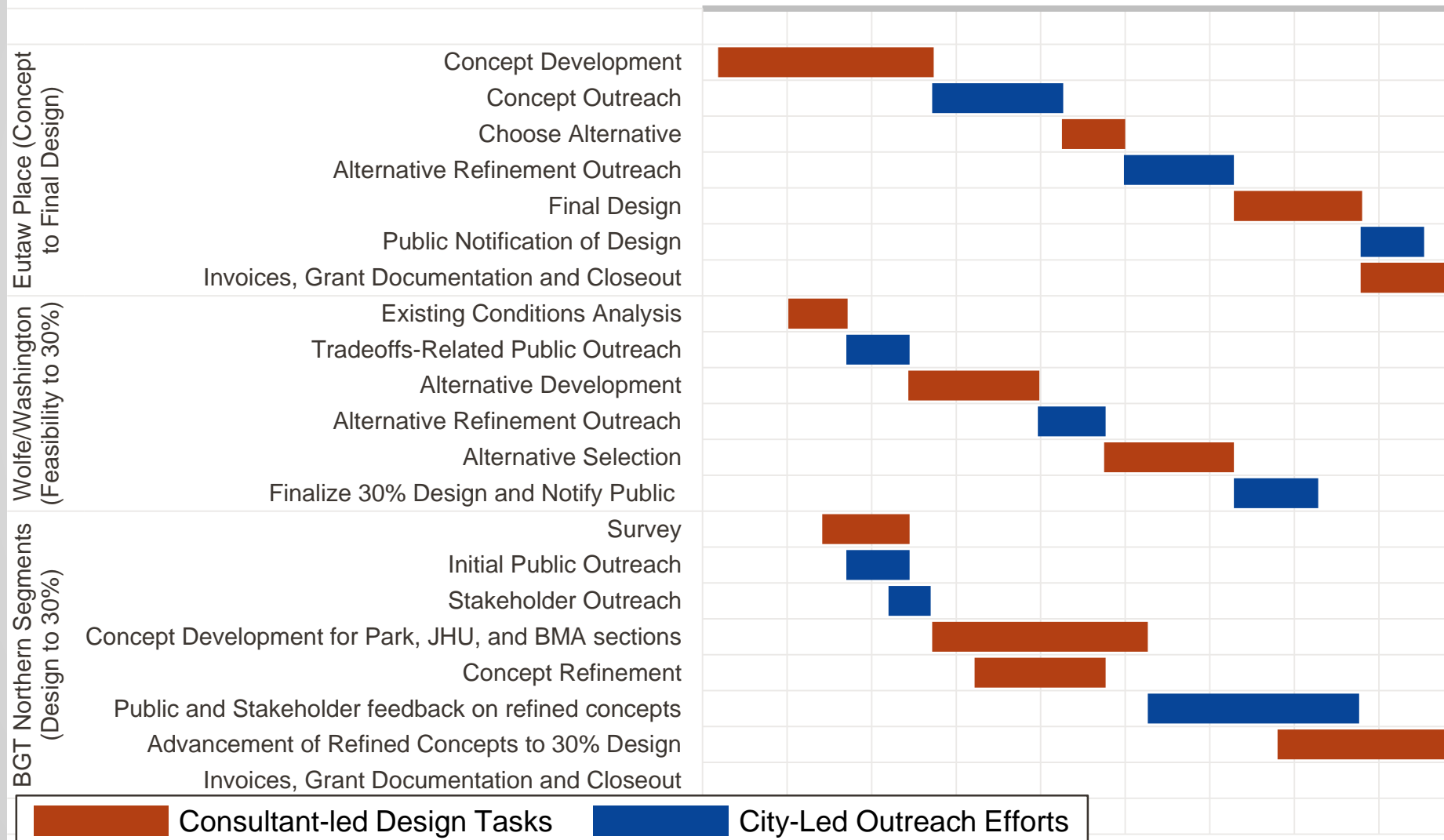
- Design and Construction
- Grant Project Identification/Grant Applications
- The Big Jump assessment and Interim Concept Design
- The Rapid Enhancement Plan
- Bike Program Public Outreach

**More detail on the timelines of each, the partners involved, and progress notes are included on subsequent slides.**

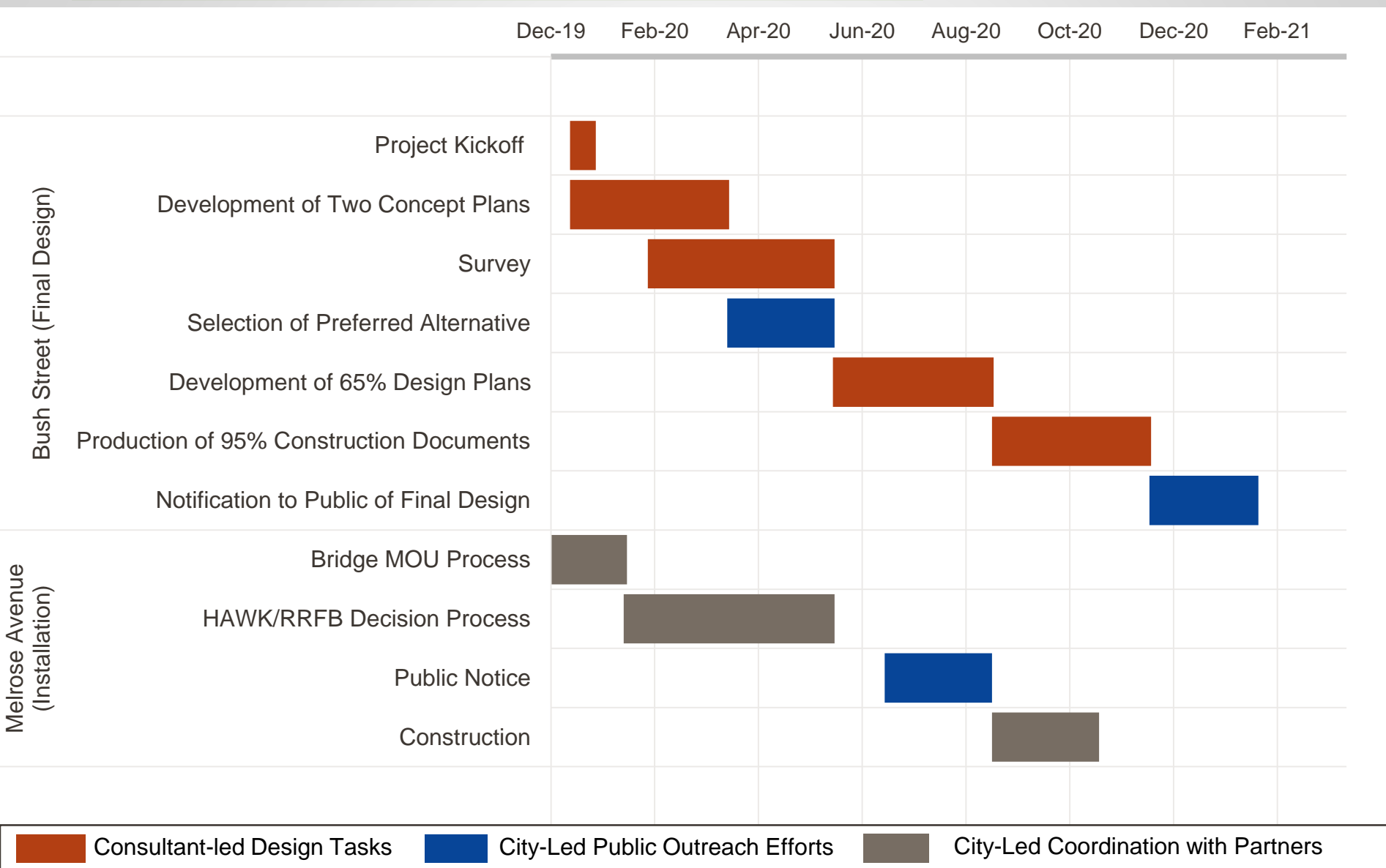


# Updates: DOT Design/Construction Projects

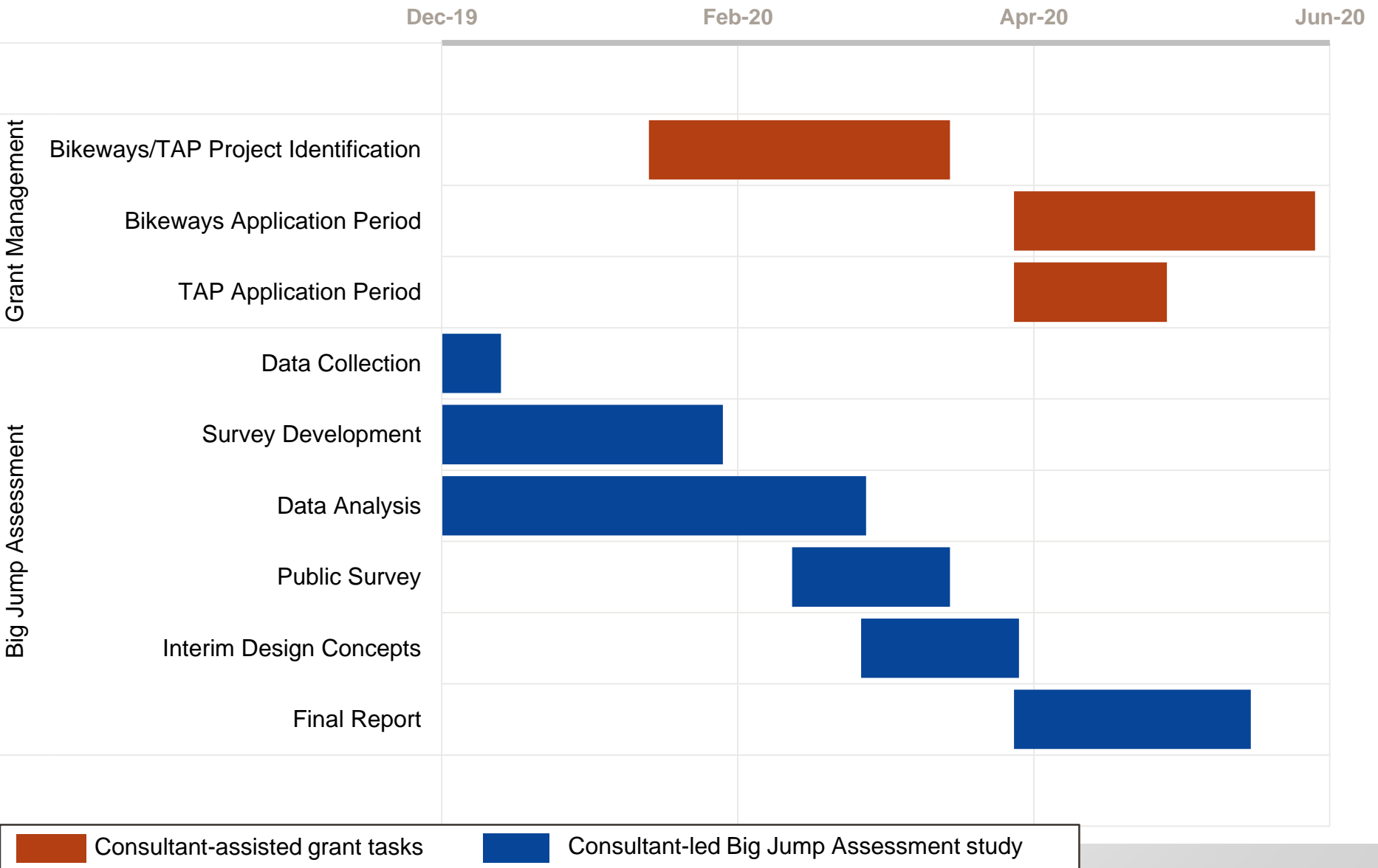
Dec-19 Feb-20 Apr-20 Jun-20 Aug-20 Oct-20 Dec-20 Feb-21 Apr-21



# Updates: DOT Design/Construction Projects

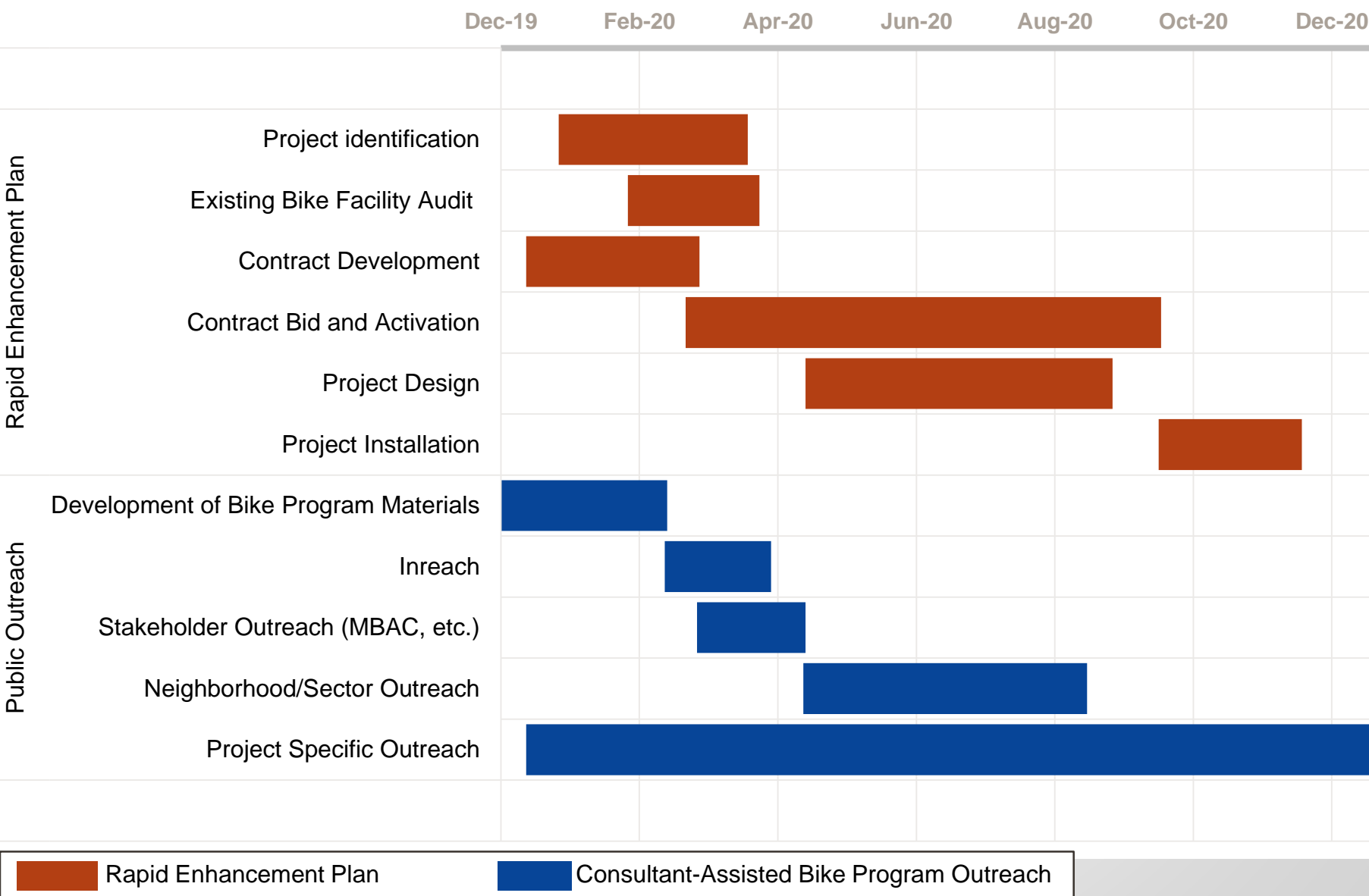


# Updates: DOT Grant Applications and Big Jump Assessment





## Updates: Rapid Enhancement Plan/Public Outreach



## Updates: DOT THIS MONTH

Task	Partners	Notes
Eutaw Place Concept Development	Study led by McCormick Taylor	Kicked off; substantive work to begin soon
Wolfe/Washington Existing Conditions Analysis	Study led by RKK	Kicked off; substantive work to begin soon
Bush Street Concept Development	Study led by Toole Design Group	Work underway
Bush Street Survey		
Melrose Avenue HAWK vs. RRFB decision process	DOT Internal	HAWK more desired by community but significantly more expensive than the RRFB called for in design
Bikeways/Tap Project Identification	Bike Program Delivery Consultant Team, MBAC, advocates, Planning	Coordinating with WSP's prioritization process
Big Jump Assessment Data Collection/Analysis	Study led by Toole Design Group	Ongoing; using RITIS probe data
Big Jump Assessment Survey Deployment		Survey to be distributed online and via paper copies; advertised via door hangers
REP Existing Bike Facility Audit	Sabra and Associates will conduct the facility audit	Kickoff occurred, data collection to begin soon
MLK Sidepath	MDOT and McCormick Taylor	Promised final 30% design presentation to community groups



**Social Distancing Pilot: Safe,  
Healthy, Open Spaces in Parks**





## Why These Efforts?

- The City of Baltimore as a whole is responding to the COVID-19 crisis.
- All departments and agencies have a role in helping to meet people's needs and communicating best practices.
- Many residents are asking for ways to exercise during this time of social distancing.
- DOT, BCRP, and DPW are important stewards of public space.
  - Safe and appropriate use of public space is essential to reducing the spread of COVID-19.
- The City's goals in these safe streets treatments:
  - **Provide adequate space for social distancing to limit exposure to COVID-19 while allowing for healthy exercise.**



## DOT/Complete Streets Contributions

DOT's efforts to contribute to the COVID-19 response include four initiatives, with the following goals:

### **Get Outside, But Don't Gather**

- Communicate how to safely share public space while walking and biking

### **Don't Push That Button**

- Reduce pedestrian/bicyclist contact with shared surfaces

### **Open Space for Physical Distance**

- Provide enough space for people to walk and bike (for essential travel or for exercise) while effectively maintaining physical distance between people

### **The Hospitals are Busy Enough**

- Increase safety on roadways through communications and possibly traffic calming installations



## The Hospitals are Busy Enough

Roadway safety is more important than ever

- DOT is exploring opportunities build on its communication campaign with traffic calming installations to increase safety





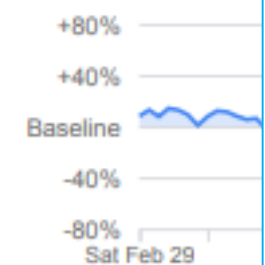


## Social Distancing in Parks

### Baltimore

#### Retail & recreation

**-44%** compared to baseline



#### Grocery & pharmacy

**+28%** compared to baseline



#### Parks

**+26%** compared to baseline



#### Transit stations

**-31%** compared to baseline



**+28%** compared to baseline



#### Residential

**+13%** compared to baseline



Accessing parks, essential exercising, walking/biking in residential neighborhoods, and getting out for fresh air are all more common now than before social distancing measures went into effect.

City agencies can help make this safer.



## Social Distancing in Parks

- Park visitors are not always leaving physical distance
- This can be improved both through communication and providing more space
- Existing treatments at Lake Montebello and Druid Hill Park
- Potential Next Steps







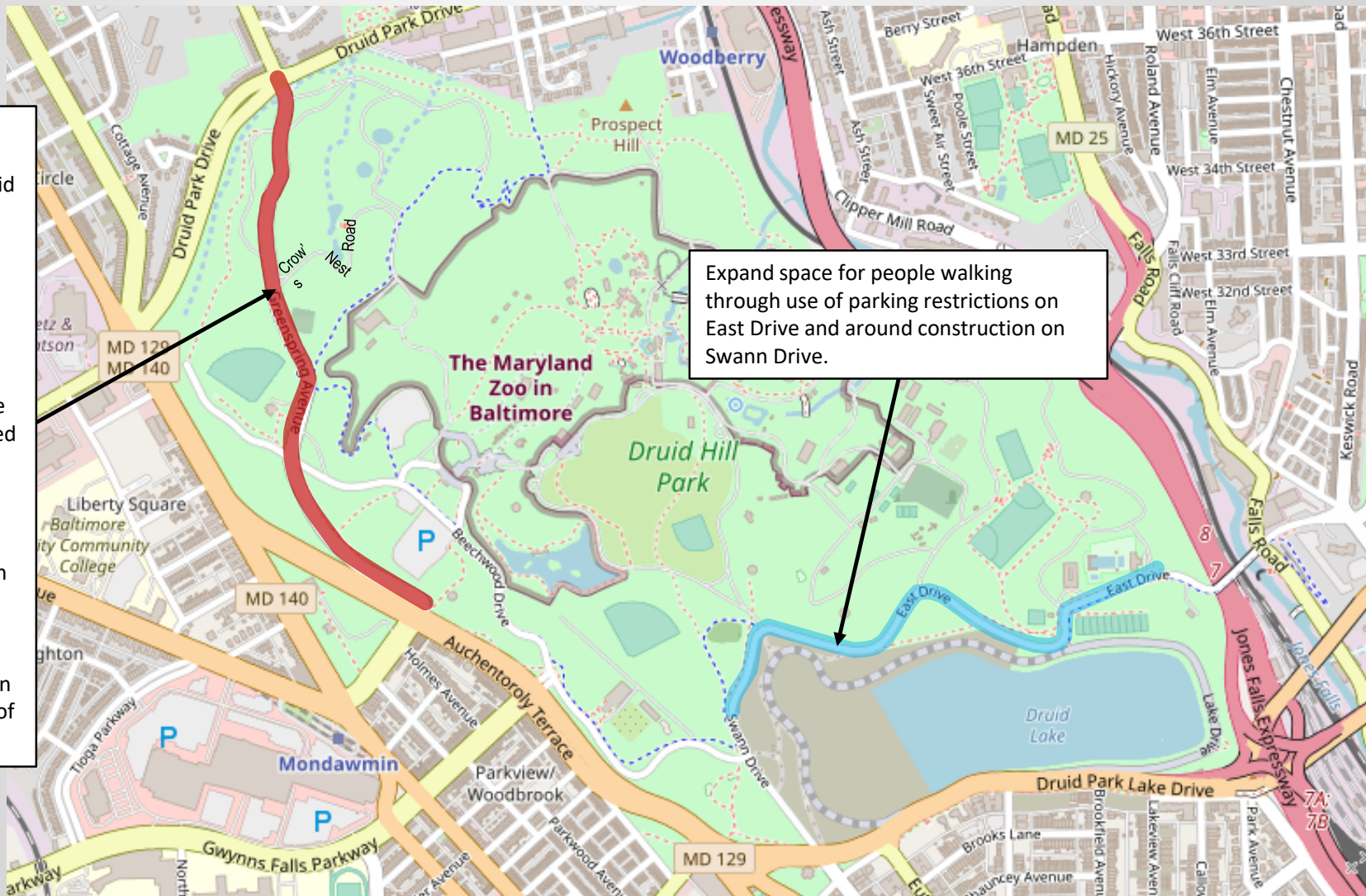
## Druid Hill Park

Consider closing intersections of Greenspring at Druid Park Drive and Greenspring at Auchentoroly in order to greatly decrease traffic through the park.

Greenspring vehicle access will be limited to Zoo, Park, and Public Safety employees.

This will allow much safer bicycling and walking options on Greenspring and through the trails on the northern edge of the park.

Expand space for people walking through use of parking restrictions on East Drive and around construction on Swann Drive.







## Lake Montebello

Potential closure of Curran Drive at Lake Montebello entrances and detour to 32<sup>nd</sup> and Harford Road. Eliminates all auto traffic especially cut through traffic around lake. No parking will be lost in closure. Residents and park users still have access via local, low stress roads.





## Updates: RecNParks

### Updates:

- BCRP and DOT coordination



## Mayor's Office Updates

### MBAC Awards – Nominations & Awards



**THE OBJECTIVE** of the mayoral awards is to encourage and acknowledge the efforts and contributions to the Baltimore City Community through biking made by **(1) ORGANIZATIONS, (2) BUSINESS, (3) INDIVIDUALS & VOLUNTEERS,** and **(4) YOUTH.**

**4**  
**AWARDS**

The four awards will be presented by Mayor Young in the categories listed above. The four award winners will be acknowledged by Mayor Young at Bike to Work Day Event that will be held on May 15th. The awardees will also have the opportunity to eat lunch with Mayor Young.



## Sub-Committee: Events

### Event Promotion

#### City Events

- Rec N Parks events
- MBAC Awards date (Bike to Work Day postponed until September)

#### Community Events

- [Maintenance and Mingle](#) – April 30<sup>th</sup>, 6:00 – 8:00 pm.
- Other?

**Recurring Rides – Solo or same household!**

## Community Updates

Open to any other community announcements:





## Miscellaneous Business

Next meeting date is May 27<sup>th</sup>, 4-6pm

